



MEMORANDUM

**City of Beaverton
Community and Economic Development Department
Planning Division**

To: Planning Commission
From: Jason T, Assistant Planner
Date: September 11, 2013
**Subject: Tajgerdu Station Store – Continued Public Hearing to be held on
September 18, 2013**

On July 31, 2013, the Planning Commission opened the public hearing for the Tajgerdu Station Store, Case File DR2013-0003. In review of the plans and materials, the Commission provided the following comments (summarized):

- Technical concerns were raised with regard to the ITE use description identified in the traffic analysis for the existing use and possible under estimation of trip numbers and the possible impact with regards to on-site queuing.
- The inconsistency between the staff report and the site plan in regards to the width of the driveway to SW Cedar Hills Boulevard at the southwest corner of the site.
- The inconsistency between the traffic analysis and the applicant's site plan in regards to the width of the driveway to SW Canyon Road at the southeast corner of the site.
- Proposed location of the on-site pedestrian connection leading to SW Cedar Hills Boulevard was shown behind vehicle parking spaces and concerns were raised as to potential conflicts with pedestrian safety and vehicle traffic flow.
- The lack of street trees along SW Cedar Hills Boulevard and SW Canyon Road.

Upon request by the applicant, the Commission continued the hearing to a date certain of September 18, 2013.

Included with this Memorandum is the applicant's revised plan set and revised Traffic Impact Analysis.

The applicant's revised narrative package accurately identifies criteria, standards and guidelines in response to the bullet points above.



In response to the applicant's revised plans and narrative package, staff agrees with the applicant on following:

1. The applicant has submitted a revised traffic and on-site vehicle queuing analysis as per the revised Mackenzie and Associates Memorandum dated September 5, 2013. See Exhibit 2 for the revised traffic analysis and Exhibit 3 for memo submitted by Luke Pelz, Associate Transportation Planner and Jabra Khasho, Traffic Engineer with the City of Beaverton.
2. The applicant has widened the driveway to SW Cedar Hills Boulevard to 30-feet which is consistent with the traffic analysis recommendation. They have also brought the existing landscaping at the corner of SW Cedar Hills Boulevard and SW Canyon Road to the south edge of the driveway to discourage vehicles from driving off the curb. This driveway was also moved slightly south to be consistent with the traffic analysis. This slight relocation brings this driveway into conformance with the vision clearance requirements for the northwest corner of the site.
3. The applicant has widened the driveway to SW Canyon Road to 36-feet which is consistent with the traffic analysis recommendation to assist with on-site queuing and circulation.
4. The Applicant has adjusted the location of the pedestrian connection to SW Cedar Hills Boulevard to the north side of the parking spaces to avoid safety concerns with pedestrians walking behind the parked vehicles. This modification required relocating one parking space to the southeast corner of the site and relocating the dumpster to the northwest portion of the site. The paved area in front of the dumpster will be striped and identified with a sign as "loading area only." Staff finds this area to be unsuitable for vehicle parking. Section 210.13.J.3 Parking Stall Location. This standard applies to parking stalls but not loading areas or temporary uses.

"On parking lot driveways that connect to a public or private street, there shall be no parking stalls within 20 feet of the street right-of-way or within 20 feet of the back of sidewalk on a private street."

Additionally, the southeast corner of the site has existing paved area that has not officially been identified as parking. This area is also too close to the SW Canyon Road right-of-way to be used as parking. The applicant chose not to apply landscaping in this area, as they had already proposed to bring the total landscaping into conformance, exceeding the required amount of 10%, with a total of 13.6% landscaping. In this case, in lieu of a raised landscape island to discourage and deter vehicle parking, the applicant chose to construct a raised impervious curbed area. This improvement is intended to discourage vehicles from parking in this area but still allow the existing approved temporary use food truck to occupy this area by driving up over the curb and parking outside the vision clearance triangle.

5. Two street trees will be located along the SW Cedar Hills Boulevard right-of-way consistent with the Development Code. Along SW Canyon Road, street trees are not required per the Site Development Engineer, because of the agreement between ODOT and the Traffic Engineer to allow a 7-foot sidewalk instead of the standard 10-foot sidewalk. In this case, under the partial redevelopment proposal, where the applicant's existing gas station canopy is shown to remain, Staff cannot make the necessary findings of nexus and proportionality that would require full street dedication and improvement to the full standard on SW Canyon Road. Because existing conditions remain, street trees are not recommended at this time.

The applicant has shown a 10-foot sidewalk and street trees along the SW Canyon Road right-of-way on the Design Review Build out Concept plan for the future. To compensate for the lack of street trees along SW Canyon Road, the applicant has agreed to increase the existing landscape island at the corner of SW Cedar Hills Boulevard and SW Canyon Road and plant an additional tree near the right-of-way along SW Canyon Road.

Staff finds that the revised plans and materials fully address the concerns identified in the Staff Report of July 24, 2013 and the comments and concerns identified by the Planning Commission on July 31, 2013. **Staff therefore recommends approval of Case File DR2013-0003** based on facts and findings as contained in the Staff Report dated July 24, 2013 and as supplemented by this memorandum and the applicant's revised materials shown as Exhibit 1 and Exhibit 2.



Supplemental Conditions of Approval:

1. "No Parking" signs placed near the loading area in front of the trash enclosure and near the raised concrete platform at the southeast corner of the site. (Planning/ JST)
2. Visually striping the loading area directly in front of the trash enclosure and the portion of the raised concrete platform that encroaches visual clearance triangle at the southeast corner of the site. Striping shall conform to Section 440.2 of the Engineering Design Manual as excerpted below. (Planning/ JST)

"permanent pavement striping and markings shall be non-profile Methyl Methacrylate durable permanent pavement marking material"

Attachments:

Exhibit 1 – Applicant's revised traffic analysis.

Exhibit 2 – Applicant's revised site plan, design review build out concept plan

Exhibit 3 – Memo Dated September 9, 2013 by Luke Pelz, Associate Transportation Planner and Jabra Khasho, Transportation Engineer, addressing the findings of the queuing (vehicle stacking) analysis included with the revised Transportation Analysis submitted by Group Mackenzie received September 5, 2013.

Exhibit 4 – Proposed Conditions of Approval from Staff Report Dated July 24, 2013.



MEMORANDUM

Community & Economic Development

To: Jason Turinsky, Assistant Planner
From: Luke Pelz, Associate Transportation Planner
Jabra Khasho, Traffic Engineer
Date: September 9, 2013
Re: DR2013-0003 Tajgerdu Station Store
Revised Transportation Impact Analysis to Address On-Site Queuing (Vehicle Stacking)

The primary purpose of this memo is to address the findings of the queuing (vehicle stacking) analysis included with the revised *Transportation Analysis* submitted by Group Mackenzie dated August 12, 2013.

On July 31, 2013 the City of Beaverton Planning Commission held a public hearing to consider a Design Review request for the removal of an approximately 2,000 square foot existing service station (containing small convenience) with fuel pumps and the construction of an approximately 3,000 square foot convenience store with fuel pumps at 12975 SW Canyon Road. As part of the application, a TIA was submitted for review. The Planning Commission raised technical concerns with the TIA and subsequently the applicant requested a continuance for the opportunity to address the issues. The continuance request was granted and the hearing was continued to September 18, 2013. The primary issue relates to the Planning Commission's opinion that the original TIA mischaracterized the existing service station as a convenience store (ITE Land Use 853), which may have caused underestimation of the on-site queuing (vehicle stacking) at the driveway locations therefore creating the potential for an inefficient and unsafe post-development on-site circulation pattern.

To address the Planning Commission's concern, Group Mackenzie submitted a revised TIA that uses a different land use description and trip generation value than the one applied to the original analysis. Per the land use descriptions included in *Trip Generation Manual Ninth Edition*, published by the Institute for Transportation Engineers (ITE), the revised analysis identifies Land Use 945 Gasoline/Service Station with Convenience for the existing use and Land Use 853 Convenience Market with Gasoline Pumps for the proposed use. City transportation staff concurs with the ITE descriptions for these land uses, which accurately reflect the characteristics of the existing use and proposed use. The ITE descriptions for these land uses are as follows:

- **Existing Use (2,000 sq. ft.) – ITE Land Use 945: Gasoline/Service Station with Convenience Market.** The land use description states, *"This land use includes gasoline/service stations with convenience markets where the primary business is the fueling of motor vehicles. These service stations may also have ancillary facilities for servicing and repairing motor vehicles. Some commonly sold convenience items are newspapers, coffee or other beverages and snack items that are usually consumed in the car. These service stations are generally located at intersections or interchanges."*
- **Proposed Use (3,000 sq. ft.) – ITE Land Use 853: Convenience Market with Gasoline Pumps.** The land use description states, *"The convenience markets surveyed sell gasoline, convenience foods, newspapers, magazines and often beer and wine. The land use includes convenience markets with gasoline pumps where the primary business is the selling of convenience items, not the fueling of motor vehicles."*

The primary findings of the revised TIA show:

- During the AM peak Hour the site will experience a net increase of 42 trips (21 entering/21 exiting). **Note: The original TIA showed one less trip in the AM peak hour.**
- During the PM peak Hour the site will experience a net increase of 45 trips (22 entering/23 exiting). **Note: The original TIA showed six more trips in the PM peak hour.**
- The SW Cedar Hills driveway approach during the AM peak hour will have an on-site queue of 50 feet (two vehicles) and during the PM peak hour will have an on-site queue of 75 feet (three vehicles). **Note: Compared to the original TIA the AM peak hour queue remains the same and the PM peak hour queue increases by one vehicle.**
- The SW Canyon Road driveway approach (designed with an ingress and left/right turn egress lanes) during the AM peak hour will have an on-site queue of 25 feet (one vehicle) and during the PM peak hour will have an on-site queue of 50 feet (two vehicles). **Note: Compared to the original TIA the AM peak hour queue increases by one vehicle and the PM peak hour queue is reduced by one vehicle.**
- Furthermore, it is worth to note that all study intersections and site approaches are anticipated to meet the applicable City of Beaverton and the Oregon Department of Transportation (ODOT) mobility standards during the existing, pre-, and post-development scenarios.

City of Beaverton transportation staff finds that the TIA revisions have a nominal impact on the analysis results; finds that the anticipated on-site queue can be safely accommodated on-site; finds that there are no known technical issues with the analysis; finds that the proposal continues to meet the facilities review criteria; and concurs with the findings of the revised TIA submitted by Group Mackenzie dated August 12, 2013.

summary above). In accordance with the direction provided under 40.20.05, the applicant has the opportunity at the public hearing to demonstrate how the project meets these Guidelines.

EXHIBIT

4

RECOMMENDATION

Based on the facts and findings presented, staff recommends **APPROVAL** of DR2013-0003 - Tajgerdu Station Store, **Subject to the conditions below:**

CONDITIONS OF APPROVAL DR2013-0003

If the City Planning Commission approves the proposed Tajgerdu Station store, staff recommends the following conditions in response to the Facilities Review approval criteria.

Prior to any work beginning on site and issuance of the site development permit, the applicant shall:

1. Submit the required plans, application form, fee, and other items needed for a complete site development permit application per the applicable review checklist. (Site Development Div./JJD)
2. Contract with a professional engineer to design and monitor the construction for any work governed by Beaverton Municipal Code 9.05.020, as set forth in Ordinance 4417 (City Engineering Design Manual and Standard Drawings), Beaverton Development Code (Ordinance 2050, 4010 +rev.), the Clean Water Services District Design and Construction Standards (June 2007, Resolution and Ordinance 2007-020), and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development Div./JJD)
3. Submit a completed and executed City Standard Agreement to Construct Improvements and Retain Design Professional(s) Registered in Oregon. After the site development permit is issued, the City Engineer and the Planning Director must approve all revisions as set out in Ordinances 2050, 4010+rev., and 4417; however, any required land use action shall be final prior to City staff approval of the engineering plan revision and work commencing as revised. (Site Development Div./JJD)
4. Have the ownership of the subject property guarantee all public improvements (driveway apron, curb & gutter, sidewalk), site grading, storm water management (quality) facilities, emergency access paving by submittal of a City-approved security. The security approval by the City consists of a review by the City Attorney for form and the City Engineer for amount, equivalent to 100 percent or more of estimated construction costs. (Site Development Div./JJD)

5. Submit to the City a copy of issued permits or other approvals needed from the Oregon Department of Transportation (ODOT) for work within, access, drainage, and/or construction access to Canyon Road. (Site Development Div./JJD)
6. Submit a geotechnical and geo-environmental report with the site development permit application for review and approval by the City Engineer. The report shall include an assessment of the soil and any toxic contaminants, ground/surface water issues, any needed clean-up action, remediation methods, Oregon Department of Environmental Quality requirements, disposal regulations, and worker safety measures. It shall be prepared by a professional engineer or registered geologist to the specifications of the City Engineer and rules of the Oregon Department of Environmental Quality (DEQ). (Site Development Div./JJD)
7. Submit a letter of "no further action" (NFA) or other documentation specifically allowing the proposed construction activities and site plan approval from the Oregon DEQ (Case File #34-87-0008). (Site Development Div./JJD)
8. Have obtained the Tualatin Valley Fire and Rescue District Fire Marshal's approval of the site development plans as part of the City's plan review process. (Site Development Div./JJD)
9. Have obtained approvals needed from the Clean Water Services District for storm system connections as a part of the City's plan review process. (Site Development Div./JJD)
10. Provide a detailed drainage analysis of the subject site and all tributary areas and prepare a report prepared by a professional engineer meeting the standards set by the City Engineer. The analysis shall identify all contributing drainage areas and plumbing systems on and adjacent to the site with the site development permit application. (Site Development Div./JJD)
11. Provide final construction plans and a final drainage report demonstrating compliance with CWS Resolution and Order 2007-020 in regard to redevelopment water quality treatment (see Table 4-1), through installation of Contech Inc., Storm filter catch basin systems. Treatment shall be provided at a minimum equivalent of 3.0 cartridges per tributary impervious acre as generally outlined in the preliminary drainage report dated April 7, 2013. (Site Development Div./JJD)
12. Submit an owner-executed, notarized, City/CWS standard private stormwater facilities maintenance agreement, with maintenance plan and all standard exhibits, ready for recording with Washington County Records. (Site Development Div./JJD)
13. Submit to the City a certified impervious surface determination of the proposed project by the applicant's engineer, architect, or surveyor. The certification shall include an analysis and calculations of all impervious surfaces as a total on the site. Calculations shall also indicate the square footage of pre-existing impervious surface, the new impervious surface area created, and total final impervious surface area. (Site Development Div./JJD)

14. Pay a storm water system development charges (overall system conveyance and quantity) for any net new impervious area proposed. (Site Development Div./JJD)

15. Provide plans for the placement of underground utility lines along street frontages, within the site, and for services to the proposed new development. No utility service lines to the building, lot lighting, and structures shall remain overhead on site; all utilities must be provided underground. If existing utility poles along existing street frontages must be moved to accommodate the proposed improvements, the affected lines must be either undergrounded or a fee in lieu of undergrounding paid per Section 60.65 of the Development Code. (Site Development Div./JJD)

Prior to building permit issuance, the applicant shall:

16. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Div./JJD)
17. Make provisions for installation of all mandated erosion control measures to achieve City inspector approval at least 24 hours prior to call for foundation footing form inspection from the Building Division. (Site Development Div./JJD)

Prior to final inspection of any building permit or occupancy permit issuance, the applicant shall:

18. Have substantially completed the site development improvements as determined by the City Engineer. (Site Development Div./JJD)
19. Have the landscaping completely installed or provide for erosion control measures around any disturbed or exposed areas per Clean Water Services standards. (Site Development Div./JJD)
20. Have placed underground all affected, applicable existing overhead utilities and any new utility service lines within the project and along any existing street frontage as determined at permit issuance. (Site Development Div./JJD)
21. Install or replace, to City specifications, all sidewalks which are missing, damaged, deteriorated, or removed by construction. (Site Development Div./JJD)
22. Have obtained a Source Control Permit (AKA Industrial Sewage Permit) from the Clean Water Services District and submitted a copy to the City Building Official if such a permit is required, as determined by CWS. (Site Development Div./JJD)

Prior to release of performance security, the applicant shall:

23. Have completed the site development improvements as determined by the City Engineer and met all outstanding conditions of approval as determined by the City Engineer and Planning Director. Additionally, the applicant and professional(s) of record shall have met all obligations under the City Standard Agreement to Construct Improvements and Retain Design Professional Registered in Oregon, as determined by the City Engineer. (Site Development Div./JJD)
24. Submit any required on-site easements, executed and ready for recording, to the City after approval by the City Engineer for area encumbered and City Attorney as to form. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet City standards. (Site Development Div./JJD)
25. Provide evidence of a post-construction cleaning, system maintenance, and Storm Filter recharge/replacement per manufacturer's recommendations and a pre-paid service contract for a two year period from the date of performance acceptance for the site's proprietary storm water treatment systems by a CONTECH qualified maintenance provider as determined by the City Engineer. (Site Development Div./JJD)